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HONGKONG, FRIDAY, FEBRUARY 5, 1904

日十二月二十年卯癸

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Hongkong, January 15, 1904.

Intimations.

DENTAL NOTICE.
I have this Day RESUMED PRACTICE.
CHADWICK KEW.
Hongkong, February 4, 1904. 236

THE SECOND ANNUAL SHOW OF FANCY AND OTHER PIGEONS.

Will be held on the 17th and 18th February, 1904, at the KOWLOON HOTEL. Prizes in money and kind will be given if a sufficient number of entries are obtained. Entries to be sent not later than the 15th inst. to the Hon. Secretary Mr. R. DAVID, at the Kowloon Hotel. Entries should be sent as soon as possible in order that accommodation for the birds can be provided. Entries from Coast Ports will be carefully attended to, and birds returned by the first available steamer.
J. D. LOGAN,
Director.
R. DAVID,
Hon. Secretary.
Kowloon, February 1, 1904. 218

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Hongkong, May 29, 1900. 1227

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Hongkong, September 22, 1903. 1758

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MACAO HOTEL
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Proprietor.
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J. W. OSBORNE,
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Hongkong, January 20, 1904. 135

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Hongkong June 10, 1902. 1229

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SUPERIOR ACCOMMODATION.
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MRS. WATLING,
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Hongkong, January 14, 1903. 68

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January 20, 1904. 176

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EVERY DESCRIPTION OF DRESS ORNAMENTS AND TRIMMINGS, LARGE VARIETY OF LACES.
SPECIAL REDUCTION
IN THIS SEASON'S DAY AND EVENING GLOVES.
AMERICAN SHOES ALWAYS STOCKED.
ORDERS NOW BEING PUT IN HAND FOR THE RACING SEASON.
Hongkong, January 13, 1904. 1079

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Wine and Spirit Merchants,
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LONDON—RANGOON STREET, CRUTCHED FRIARS.
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SHANGHAI—FOOCHOW ROAD.
SINGAPORE—RAFFLES QUAY.
Telephone No. 75.
Hongkong February 3, 1904.

COMPARATIVE NAVAL EXPENDITURE.

A Significant Return.

An interesting Return has been issued by the Board of Trade, showing, with reference to Great Britain and her Colonies, the United States, and the principal European countries, the aggregate Naval expenditure in 1902 on sea-going forces, the aggregate revenue, tonnage of Mercantile Marine, annual clearances of shipping in the foreign and the coasting trade, and the annual value of imports and exports by sea, including bullion and specie. It appears that the United Kingdom spent on sea-going forces in the year in question £24,904,554, the annual value of imports by sea being £669,784,019, and of exports £375,363,985. The Australian Commonwealth spent (including the annual contribution of £126,000 for maintenance of British vessels for the protection of floating trade in Australasian waters) £140,621, the value of Australasian imports being £59,232,370, and exports £63,124,370. New Zealand spent £21,523, on an import value of £11,326,723 and export £13,544,977. N.L. made a contribution in kind, 1000 tons of coal per month, as insurance premium on an import value of £15,656,652 and export £3,653,790. The Cape of Good Hope made a contribution of £20,000, its import value being £34,124,000 (including goods for other South African States) and export value £17,456,131, including gold from the interior. The column for expenditure on sea-going forces in the case of Canada is blank; the value of Canadian sea imports is (year ending June 30) £19,916,430, and sea exports £39,450,719. Newfoundland's expenditure was £331; the value of imports £1,010,874, and exports £1,063,574. India spent £494,093 (1901-1902), and the value of her sea imports was £79,921,256, and exports £90,010,768. The figures for the Great Powers should be read in relation to those given above for Great Britain. Russia spent £10,446,592; her sea imports were of the value of £29,220,000, and exports £29,548,000, in 1901. Germany spent £10,021,063 (year ending March 31, 1903), and the value of her total imports was £304,674,000, and exports £56,540,000. France spent £12,407,325 (part from the additional £11,500,000 allotted in 1897, and now being spent); her imports by sea figure at £11,517,000, and exports £5,483,000, this being special trade—i.e. imports for home consumption and exports of domestic produce. Italy spent £1,840,000 her total imports being £73,540,000, and exports £60,410,000. The United States spent £16,203,016 (1902-1903), the value of her sea imports, being £186,757,000, and exports £281,031,000. Japan spent £2,899,415, the imports being of the value of £23,285,000, and exports £28,070,000. Figures are given of the minor Naval Powers, and there are columns showing in each case the aggregate revenue of each country, aggregate tonnage of Mercantile Marine, and shipping and coasting clearances.

Russia's Tight Corner.

The St. Petersburg correspondent of the *New York Herald* sends the following information—

The friends of peace are beginning to look dejected. One point, however, which they make, and which is not illogical, is that Count Lamsdorff is again in full favouritism—and, as every one knows, he, like the Emperor, is a staunch advocate of peace—while very much less is heard of Admiral Alexeiev, who at one period not long ago was supreme, completely overshadowing the Minister for Foreign Affairs. It is well known that if it were possible Count Lamsdorff would gladly see Manchuria evacuated—that is, all except the line of railway. He has not hesitated to say so, but the point now which one finds admitted here is that, in spite of the peaceful tendencies of the Emperor and Count Lamsdorff, there is no possibility of Russia's retiring from the position she has taken up, which is so displeasing to Japan, because it would result in too serious a loss of prestige. But, in truth, I am compelled to believe the words of one of the best-informed people here and a staunch friend of this country, who says that Russia has not been in such a tight corner since the Crimea, what with financial difficulties and grave internal social complications to be added to the Far Eastern Question. . . . The exact political position at the present moment is this. Russia, having received the Japanese Note, is deliberately considering her reply to the same. I am assured that the reply is likely to be given inside to-day. According to what I am informed by a most competent authority, negotiations are proceeding with the utmost cordially.

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in waterproof tubes.
'DARTRING' 'LANOLINE' TOILET SOAP.

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Messrs. LEA & PERRINS beg to announce
that, to further safeguard the public
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Original Worcestershire Sauce,

they are now printing their Signature, in
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The Original and Genuine Worcestershire.

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Entrusted to the Society of the
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and
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For brainworkers, profes-
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debility, dyspepsia of nervous
origin and insomnia.
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promotes digestion.

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Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jordan	Hongkong
Albion	ship	1060	6	1400	Commander R. Stanger	Singapore
Albion	cruiser, 1st class	11,000	16	13,500	Capt. Charles W. Stanger	W. H. H. H.
Albion	cruiser, 1st class	11,000	16	13,500	Capt. F. G. Stanger	Hongkong
Albion	gunboat, 1st class	710	6	1300	Lieut. Comdr. F. M. Louke	Hongkong
Albion	gunboat, 1st class	710	6	1300	Lieut. Comdr. T. D. Pratt	Amoy
Albion	battleship, 1st class	10,500	14	13,000	Captain Tegan	Hongkong
Albion	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Albion	water tank and tug	390	—	300		Hongkong
Albion	cruiser, 2nd class	6600	11	9900	Captain Robert H. S. Stokes	Singapore
Albion	ship	1070	10	1400	Comdr. Ernest Barton	Hongkong
Albion	torpedo boat destroyer	360	6	5700		Hongkong
Albion	cruiser, 3rd class	1560	12	3200	Comdr. P. V. Lawes, D.S.O.	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Albion	torpedo boat destroyer	275	6	4000	Lieut. Comdr. B. L. Well	W. H. H. H.
Albion	torpedo boat destroyer	275	6	4000		W. H. H. H.
Albion	storeship	1640	—	800	Comdr. J. D. Daintree	Hongkong
Albion	torpedo boat destroyer	280	6	3900	Lieut. Comdr. O. Auer	W. H. H. H.
Albion	river gunboat	14,100	—	31,500	Lt. Comdr. G. B. Powell	Hongkong
Albion	cruiser, 1st class	180	2	800	Hon. N. G. Stanger	Hongkong
Albion	ship	980	10	1400	Comdr. C. W. M. Plenderleath	W. H. H. H.
Albion	battleship, 1st class	12,950	16	13,500	Captain R. F. Foots, C.M.G.	W. H. H. H.
Albion	torpedo boat destroyer	350	6	6300	Lt. Comdr. G. G. Cochrington	Hongkong
Albion	ship	1015	6	1400	Comdr. W. H. Nicholson	Hongkong
Albion	surveying-vessel	855	6	450	Captain Morris H. Smyth	Hongkong
Albion	ship	855	10	1400	Com. P. St. A. Wake	Hongkong
Albion	river gunboat	85	2	240	Lt. Comdr. John P. Irwin	Canton
Albion	ship	980	6	1400	Comdr. T. Jackson	Shanghai
Albion	river gunboat	85	2	240	Lieut. Comdr. Murray Lookhart	West River
Albion	cruiser, 2nd class	3600	8	9000	Capt. O. H. H. Moore	W. H. H. H.
Albion	river gunboat	85	2	240	Lt. Comdr. Davidson	Yangtze
Albion	torpedo boat destroyer	355	6	6300		Hongkong
Albion	torpedo boat destroyer	280	6	6500		Hongkong
Albion	cruiser, 2nd class	3600	11	9900	Captain Lewis Bayly	Hongkong
Albion	receiving ship	4850	6	—	Rear-Admiral C. G. Robinson	Hongkong
Albion	river gunboat	180	2	800	Lt. Comdr. E. V. Dugmore	Yangtze
Albion	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Hongkong
Albion	coast defence gunboat	363	3	200	Lieut. Forbes	Hankow
Albion	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, O.M.G.	Hongkong
Albion	ship	980	10	1400	Comdr. S. St. John Farquhar	Formosa
Albion	torpedo boat destroyer	355	6	6300	Lieut. Comdr. A. B. Barker	Hongkong
Albion	surveying ship	855	6	450	Lt. Comdr. Ernest C. Hardy	Hongkong
Albion	torpedo boat destroyer	355	6	6300	In Reserve	Hongkong
Albion	river gunboat	150	2	550	Lieut. Comdr. Hugh Somerville	Hankow
Albion	river gunboat	150	2	550	Lieut. Comdr. Wason	Yangtze

* Flag of Admiral Sir Cyprian A. G. Bridge, R.C.B., Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	902	—	—	Capt. Friedrich Grinzenberzen	Hongkong
Acheron	French gunboat	1798	—	—	Captain Laferriere	Saigon
Alopette	French gunboat	300	—	—	Lieut. A. Varney	Hongkong
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspic	French gunboat	475	3	450	Commander Journe	Saigon
Avalanche	French gunboat	580	—	—	—	Huiphong
Bengali	French gunboat	3710	22	9000	Lieut. Heron	Huiphong
Duguesud	French cruiser	8018	18	—	Capt. Lefevre	Shanghai
Chateaufort	French cruiser	526	—	—	Captain V. Poldone	Chemulpo
Comete	French gunboat	690	—	—	Commander Loni	Huiphong
Decidue	French gunboat	1250	6	2200	Commander Guthell	Saigon
Kersaint	French gunboat	470	—	—	Capt. Le Gollour	Huiphong
Lion	French cruiser	9700	12	19,300	Capt. Béne	Saigon
Montcalm	French cruiser	—	—	—	Capt. Arcs	Saigon
Oly	French gunboat	4015	27	8500	Capt. Hurst	Shanghai
Pascal	French cruiser	1937	8	6071	Capt. Seuds	Chemulpo
Rodgoubtable	French cruiser	1796	10	—	—	Saigon
Styx	French gunboat	629	2	900	Capt. Vincent	Hongkong
Surprise	French gunboat	—	—	—	Captain Thomas	Yangtze
Takiang	French destroyer	—	—	—	—	Saigon
Takou	French cruiser	—	—	—	Lieut. Gaillard	Along Bay
Vauban	French gunboat	—	—	—	Captain Blondel	Canton
Vigilant	French gunboat	—	—	—	Lieut. Carol	Saigon
Vipere	French gunboat	400	4	441	Co ndr. Villeneuve	Saigon
Busard	German cruiser	1857	15	2900	Comdr. Hues	Shanghai
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Friedrich	Shanghai
Geier	German cruiser	1775	15	2300	Comdr. Wuthmann	Shanghai
Hansa	German cruiser	9500	24	10,000	Capt. van Semmeren	Port Arthur
Hartsh	German cruiser	9500	37	10,000	Capt. Ingenohl	Shanghai
Dus	German gunboat	1000	10	1300	Comdr. Commander Plateau	Shanghai
Jaguar	German gunboat	300	10	1300	Comdr. Wilbrandt	Tsobe
Lucius	German gunboat	850	10	—	Comdr. Krouenke	Hongkong
Möwe	German gunboat	1529	—	—	Comdr. Faguer	Hongkong
Sosadler	German cruiser	1640	15	2800	Comdr. Hoffmann	Chemulpo
Tiger	German gunboat	900	10	1300	Comdr. Detulinal	Shanghai
Vierwerts	German gunboat	—	—	—	Lieut. Comdr. von Weloe	Shanghai
Thozis	German cruiser	—	—	—	Captain Dick	Shanghai
Elba	Italian cruiser	2730	10	7471	—	Yokohama
Piemonte	Italian cruiser	2427	34	12,000	Captain Due rne	Shanghai
Vesuvio	Italian cruiser	4500	24	6330	Captain Zazi	Shanghai
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Cazi	Nagasaki
Diu	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Leone	Portuguese gunboat	600	—	—	Capt. F. J. Barbosa Leal	Macao
Alcantara	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Anuar	Russian cruiser	2800	5	4700	Comdr. Gramatichoff	Port Arthur
Askold	Russian cruiser	4000	27	9500	Capt. Reitzonschtein	Kobe
Bayan	Russian cruiser	7300	10	16,500	—	Port Arthur
Bayan	Russian cruiser	3500	6	—	—	Chemulpo
Bogaty	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	Shanghai
Diana	Russian cruiser	6640	12	—	—	Port Arthur
Djigit	Russian cruiser	6731	6	—	—	Port Arthur
Gadumax	Russian gunboat	1460	3	1700	Capt. Nasarowsky	Shanghai
Gromoboi	Russian gunboat	520	9	2500	Comdr. Yonoff	Port Arthur
Gullak	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Kavets	Russian gunboat	1234	7	1500	Captain Jerson	Shanghai
Mandjour	Russian gunboat	1224	7	1400	Captain Shumof	Port Arthur
Navarin	Russian battleship	10,206	12	9300	Comdr. Norakowsky	Shanghai
Norik	Russian cruiser	3000	6	17,000	Comandante Crown	Port Arthur
Olyny	Russian cruiser	1480	8	3000	—	Port Arthur
Pallada	Russian cruiser	6731	12	—	Comdr. Vasiloff	Port Arthur
Perviat	Russian battleship	12,074	15	14,500	Captain Koroleff	Port Arthur
Petrovskiy	Russian battleship	10,960	18	10,800	Captain Jakovlev	Port Arthur
Pobeda	Russian battleship	12,074	15	14,500	Capt. Zatsarsky	Port Arthur
Poltava	Russian battleship	10,960	18	10,800	Captain Oseroff	Port Arthur
Raskovnik	Russian cruiser	1324	10	1786	Comdr. Liven	Chemulpo
Retvizan	Russian battleship	12,902	18	16,000	—	Port Arthur
Rosita	Russian protected cruiser	12,500	18	17,000	Captain Sepeleppinot	Vladivostok
Rurik	Russian protected cruiser	10,923	25	13,250	Capt. Matusevich	Maemao
Saratopol	Russian battleship	10,960	18	10,600	Captain Serobrennikoff	Port Arthur
Silach	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sivoch	Russian gunboat	1050	8	1125	Comdr. Ginter	Port Arthur
Tarevitch	Russian battleship	16,310	16	16,310	—	Port Arthur
Varyag	Russian cruiser	6900	27	24,000	Capt. Bahr	Port Arthur
Vesnick	Russian gunboat	500	9	3200	Comdr. Zagoritsky-Kissel	Port Arthur
Zubiyaka	Russian cruiser	1530	15	1124	Comdr. Abramoff	Port Arthur
Albacy	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Honolulu
Calico	U. S. cruiser	326	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3215	—	—	Capt. R. E. Mason	Honolulu
Don Juan de Austria	U. S. gunboat	1150	—	1500	Captain Denfield	Singapore
Elcano	U. S. gunboat	640	—	—	La-Comdr. J. Hood	Shanghai
Helena	U. S. flag ship	1392	8	1988	Comdr. Stanton	Shanghai
Kentucky	U. S. flag ship	11,500	41	10,000	Captain R. M. Berry	Honolulu
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Shanghai
Monocacy	U. S. gunboat	1370	6	850	Comdr. Donfield	Takou
Montrey	U. S. monitor	4084	4	6344	Comdr. W. H. Beebles	Hongkong
New Orleans	U. S. cruiser	3437	20	—	Comandante Blockinger	Honolulu
Oregon	U. S. cruiser	10,284	40	—	Captain Burrill	Kobe
Rainbow	U. S. cruiser	4499	—	—	Comandante G. L. Dyer	Honolulu
Raleigh	U. S. cruiser	3313	—	—	Captain Naxos	Shanghai
Vicksburg	U. S. cruiser	1000	13	1118	Comandante Marshall	Honolulu
Villalobos	U. S. gunboat	400	—	—	Lieut. L. O. Bortolotto	Chemulpo
Vincennes	U. S. gunboat	1387	8	1384	Comandante U. H. Harris	Hongkong

TELEGRAMS.

[NAGASAKI PRESS SERVICE.]
LAWLESSNESS IN KOREA.

American Marines Quell Disturbance.

SEOUL, January 23.

At present Seoul represents a diplomatic jostling ground, where the various foreign ministers daily tilt at each other, while the Emperor looks on indifferently.

Rumours are numerous, but valuable news is infrequent. The vital point in the present situation is the absolute wisdom of bringing foreign troops here.

The populace are sick and the local journals fulminate daily any spark sufficient to light a blaze which shall kindle into a riot, but the Legation guards inspire fear.

This morning a case in point occurred. The Seoul electric railway overran and killed a child. It was the latter's fault, but a mob collected and upset the car and commenced its destruction. They also beat and killed the conductor, who was seriously injured. The mob then turned on the American Legation, which was surrounded and threatened. The Korean and Chinese troops, however, with indifference.

It is believed that, but for the presence of the American guards, the soldiers and police would probably have joined the mob and a general riot broken out in which foreign lives and property would have been destroyed.

The greatest power in the Korean palace is in the hands of Yungyong, who, as Minister of War, controls the finances, troops, etc. He is a native Korean, but is considered a foreign influence. He might be regarded the War Minister, and his son is Yungyong, who is from the Japanese Empire.

A Change of Ministers.

SEOUL, January 23.

The Emperor of Korea has appointed two foreign teachers as his personal guards, one being always in attendance. He attaches great importance to the declaration of Korean neutrality in the event of war between Russia and Japan, which is the subject of much anxious conversation at the Legations.

The feeling against Yungyong as a Russian tool, is growing and many have taken an oath to kill him. There are indications that he has arranged the escape of the Emperor, Yungyong, and himself from Seoul in the event of trouble. Imperial families are locked up in Shanghai and elsewhere, under close control, and it is suspected that the Russians will accept.

Later.

Pakcheon has been recalled from Peking and made Foreign Minister. He is a strong man but not popular. The diplomatic authorities here state that the report of disturbances in various parts of the country are greatly exaggerated. When investigated the majority prove to be merely ordinary thefts by unpaid soldiers, which are also frequent in Seoul.

ASSOCIATION FOOTBALL.

H.M.S. "GORGON" v. H.M.S. "VENGEANCE".

H.M.S. "GORGON" defeated H.M.S. "VENGEANCE" by four goals to nil at Happy Valley, yesterday afternoon. This was a League match, and a large crowd were present to watch the game. In the first half, Downie scored a goal for the "GORGON", and added another in the second spell; Spinner also scored two in the second half. The teams were as follows:—

"GORGON": McDermid, goal; McIntyre and Hall, backs; Lewis, Holt and Wright, halves; Spinner, Corbett, Downie, Walmsley and Vaughan, forwards.

"VENGEANCE": Marchant, goal; Gardiner and Gilbert, backs; Joseph, Hume, and Cornick, halves; Norris, Ross, Halligan, Nixon and Green, forwards.

Sgt. Corbett was referee.

H.M.S. "ALBION" v. H.M.S. "TAMAR".

A draw was the result of a game between "Albion" and "Tamar", both sides scoring one goal. Whiting, for the "Albion", and Edgar, for the "Tamar", were the scorers. The teams were as follows:—

"Albion": Gosling, goal; Steel and Train, backs; Stanley, Blackman and Whiting, halves; Eganby, Foreman, Woolwood, Black and Sawyer, forwards.

"Tamar": Hoskins, goal; Wright and Dodd, backs; Hattie, Hawkins and Jackson, halves; Oxford, Woolley, Edgar, Gee and Childer, forwards.

To-morrow afternoon on the Happy Valley the Hongkong Football Club will play the Sherwood Foresters; kick-off at four o'clock. The following will play for the Club:—F. H. Kew, goal; H. C. Austen and E. F. Auer, backs; H. C. Gray, C. T. Kew, and J. W. C. Bounar, halves; W. H. Williams, C. R. S. Cooper, R. Hancock, R. A. Whitmore, and H. A. Brent, forwards.

Best Treatment.

INFLUENZA is always more or less prevalent at this season of the year. This disease is very similar to a severe cold and is allowed to take its course is liable to cause serious results. The best treatment for influenza is to avoid exposure and take Chamberlain's Cough Remedy. This medicine gives immediate relief and if used as directed, will ward off all dangerous consequences. It leaves the system in a natural and healthy condition. It is always allowed to take its course. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

THE WAR CLOUD.

LOCAL PREPARATIONS.

The recall of Major Baker-Barnes, of the Royal Engineers, would seem to indicate that the British Government contemplates active participation in hostilities in the event of war breaking out between Japan and Russia. Major Baker-Barnes has an intimate knowledge of the submarine defences of the Colony, and acted as A.D.C. to Colonel L. F. Brown, R.E., while that officer commanded the local garrison, prior to the arrival of Major-General Villiers Hutton, and being, therefore, an intimate knowledge of the military resources of the Colony, would be a very useful man to the staff in the event of war. Presumably, it was Major Brown's recall which gave rise to the rumour that the *Dido*, transport ship, had been ordered back to Hongkong, this information being wired from Singapore to the *Daily Press* a few days ago.

Although it would be a mistake to state that intense excitement prevails in Hongkong, it is quite obvious that the military authorities are taking active steps to prevent any surprise, and are perfecting, as quickly as they can, the scheme of defence of the Colony. New batteries are being completed and their armament placed in position. During the past six months, considerable progress has been made with the defence of the south shore, but there is only part of a general scheme of defence, prepared years ago, and has no particular significance to the political agitation of the moment.

It is generally understood that the China Squadron of H.B.M.'s fleet has been preparing for contingencies for the past three or four months, and is now in a very efficient state to proceed to sea should the emergency call for action. The *King Alfred*, which arrives with a new crew for the *Gloria*, battleship, in a few days, is expected to remain on the Station for some time, and we are informed, on what appears to be very reliable authority, that three more battleships have been ordered to Hongkong.

RUSSIA'S PREPARATIONS.

The Moscow correspondent of the *Standard* wrote on the 25th December:—

Although nothing whatever of a definite nature is known here, the belief in an imminent outbreak of hostilities in the Far East has suddenly seized upon everybody, presumably upon receipt of the alarming intelligence current abroad. Beyond the fact that the trains on the Siberian Railway are now almost every day from twelve to thirty hours late in reaching Moscow, and that the reason is now being frankly given as owing to irregular despatch of "troop trains" (that is, troop trains), there is little information available. To-day, however, Moscow merchants have been freely circulating floating cargoes under the Russian flag, especially against war risks, but the rate has not yet risen above 6 per cent. Increased activity is noticeable in military circles, and every preparation has been made to continue at an increased rate, the despatch of troops at the moment it is considered advisable to openly declare mobilisation.

The Press is busy endeavouring to allay the unbridled apprehensions of all classes of Russians, with whom this threatening war is anything but popular.

In view of a not improbable contingency at home, in the event of Russia being involved in war, the Police are now engaged in most carefully scrutinising the "loyal-fidelity" of the "being of good promise politically," as the Russians put it—all classes of the population likely to have influence, and particularly the innumerable ranks of the official world. In spite, however, of all the signs of imminent war, there are plenty of Russians to be found who believe that at the last moment Russia will find discretion the better part, and will relinquish the major part of her ambitions in the Far East. This belief, so far as I can gather, is based upon the knowledge of the actual condition of Russia, with whom this threatening war is anything but popular.

Russian Preparedness Exaggerated.

London, January 19.—Major Poreira, of the British Army, has arrived at Port Arthur overland from Seoul; and reports that the Russian preparations are incomplete and that the troops at the various points have been exaggerated.

The Japanese Cruisers.

Colombo, January 21.—The Japanese cruisers *Nishin* and *Kawaga* will take at Colombo as much coal as they can carry, in which case the coaling will occupy about twenty hours, that is if all facilities are afforded the coaling people. From eight to ten gangs of coolies, totalling about 150, should then be at work, this number including the trimmers. Trimming is an important factor in coaling, and on good trimming will depend the rapidity of taking in coal.

The Russian cruiser *Aurora* has a coal capacity equal to that of the Japanese armoured cruisers.—*Times of Ceylon*.

A special telegram to the *Tenipore Free Press* from Colombo states that the two cruisers were to coal only at Singapore on their voyage from Colombo to Japan. We stated two days ago that the cruisers were not to call at Hongkong.

Germany's Little War.

The first detachment of German Marines for Damaraland left Kiel on the 21st ult. after a stirring address from Prince Henry, who hoped that every bullet they fired would find its billet.

The Osaka Shosen Kaisha.

At the half-yearly meeting of the Osaka Shosen Kaisha on the 22nd ult., the profit for the half-year just ended was declared at 860,517 yen. Of that sum, 182,000 yen was placed to the reserve for insurance, 202,000 yen to the reserve for repairs, 198,000 yen was written off for depreciation, and 14,000 yen placed to the legal reserve. A dividend was declared at the rate of 10 per cent. per annum, the same rate as for the corresponding period of 1902. The receipts on the Formosa and South China line were reported to show no fluctuation on the previous year.

THE TARIFF COMMISSION.

Its Chairman's Qualification.
(From Our Own Correspondent.)

LONDON, January 1.

Mr Chamberlain's Tariff Commission is flourishing and growing in favour. Free traders may cast ridicule on it, but I doubt whether Lord Rosebery, Sir Henry Campbell-Bannerman and their colleagues could form such a board to discuss the continuity of our present fiscal policy. The new members who have this week given their services to the cause are remarkable as representing most of the leading industries in the United Kingdom, but the greatest matter for contemplation is that Sir Robert Herbert will act as chairman.

The Empire at large is apt to forget the amount of its indebtedness to this great statesman, so it is not useless to recall that previous to his appointment as Under Secretary of State for the Colonies in 1871, Mr Chamberlain was office looked upon the Colonies as incubators to be got rid of as quickly as possible. No wonder Downing Street was not swayed in the nostrils of our Colonies, and every reliance will be placed in the deliberations of Sir Robert on the Tariff Commission, because we do at any rate understand what a determined, skilled man he must be to break down Government red tape and what may be called their former narrow "protectionism" in regards the Colonies.

ANOTHER SHIPPING DEAL.

The N.D.L. to Purchase a Borneo Steamship Line.

Labuan, 29th Jan.—It is definitely stated here that a rumour current for two weeks past is perfectly correct in substance, and that the North German Lloyd Steamship Company has purchased the Sabah Steamship Company, of which Messrs Darby and Co., of Sandakan are the Agents.

The Sabah Company owns four little coasters of about 120 tons capacity register, or less, and has a fifth similar craft now building. The four in commission are the *Labuan*, the *Labuan*, the *Labuan*, and the *Labuan*. These maintain a regular bi-monthly service from Sandakan down the West Coast to Labuan, and ports, and a similar service down the East Coast as far as Tawau, while smaller boats keep up the connection with the Philippines and other ports, as occasion requires. The North German Lloyd is taking over this entire fleet and the carrying trade it controls, for, it is reported, a sum of \$98,000. The vessels are to remain under the British flag for the present, and Messrs Darby & Co. of Sandakan will still act as their agents. It is believed, however, that the arrangements affecting flag and agency will terminate in the same fashion as did that between the Germans and the Scottish Oriental liners, which are now all German. The only vessel other than the North German Lloyd and Sabah Company's boats that now touch at Borneo ports, is a Chinese owned boat that plies between Singapore and Celebes, and which sails at Labuan for coal. That vessel, unluckily, cannot be counted upon by traders, because she has rarely any available cargo space.

Messrs Behn Meyer & Co., the local Agents of the Norddeutscher Lloyd, state that the arrangement referred to in our correspondent's letter has been pending for some time, but is not actually completed. Negotiations, they state, are now pending; they may not come to terms at all, and the determination will not be made finally until the beginning of February.

From the contents of a personal letter to hand yesterday, however, we understand that at Labuan and Sandakan, the arrangements for transferring the Sabah vessels to the Norddeutscher Lloyd were reported on about the 11th inst. and were confirmed by some of the parties locally interested some days prior to the despatch of the *Tenipore* for Singapore on the 29th inst.—*Straits Times*.

HOME FOOTBALL.

The following are the latest results to hand by the German mail to-day:—

ENGLISH LEAGUE.

At Manchester, Middlesborough and Manchester City drew—1 all.

At Sheffield, Wednesday (1) beat Wolverhampton Wanderers (1).

At Blackburn, Rovers (3) beat Notts Forest (1).

At Sunderland, Newcastle United and Sunderland drew—1 all.

At Bury, Bury (3) beat Notts County (0).

At Sheffield, United and Small Heath drew—1 all.

At Middlesborough, Sheffield Wednesday (1) beat Middlesborough (0).

At Birmingham, Aston Villa (2) beat Sunderland (0).

At Manchester, City and Stoke drew—2 all.

At Newcastle, United (1) beat West Bromwich Albion (0).

At Nottingham, Everton (3) beat Notts County (0).

At Wolverhampton, Wanderers and Derby County drew—2 all.

At Bury, Bury (3) beat Blackburn Rovers (0).

At Liverpool, Notts Forest and Liverpool drew—no score.

Sheffield United now lead with 29 points for 29 games, Sheffield Wednesday 26 for 19, and Notts County 25 for 20 games.

Preston North End still lead in the second division with 30 points for 18 games, with Westwick Arsenal second with 27 points for 17 games.

SCOTTISH LEAGUE.

At Partick, St. Mirren and Partick Thistle drew—1 all.

At Celtic Park, Rangers and Celtic drew—2 all.

At Greenock, Greenock Morton (1) drew Dundee (1).

At Glasgow, 3rd Lanark (3) beat Port Glasgow Athletic (0).

At Paisley, St. Mirren (0) drew Motherwell (0).

At Glasgow, Glasgow Rangers (2) beat Partick Thistle (0).

At Edinburgh, Heart of Midlothian (3) beat Queen's Park (1).

At Paisley, 3rd Lanark (2) beat St. Mirren (1).

At Greenock, Port Glasgow Athletic (3) beat Greenock Morton (2).

OTHER MATCHES.

At Glasgow, Corinthians (3) beat Queen's Park (1).

At Edinburgh (City Cup) Heart of Midlothian and Hibernians drew—no score.

At Glasgow, Celtic (3) beat Corinthians (0).

At Birmingham, Aston Villa (2) beat Corinthians (1).

At Glasgow, Bury (2) beat Rangers (1), drawn.

Glasgow (23 points) beat Cheltenham (0).

Devonport v. Bion (13) beat Bristol (0).

Swansea (26) beat Aberystwyth (0).

Blackheath (21) beat Potters Bar (0).

The matches of the schoolmen against Richmond and Manchester were not played on account of frost.

CRICKET LEAGUE.

The following will represent the Civil Service C.C. against the Hongkong C.C. 'A' Team on the Civil Service ground to-morrow at 2.15 p.m.:—Hon. Dr. J. M. Atkinson, G. A. Woodcock, H. T. Jackson, A. G. M. Fletcher, P. T. Lambie, L. E. Brett, J. Dovey, W. H. Woolley, J. Lander, R. Witherell, and F. T. Robins.

The following will play for Craigowood against the Parnassus on the ground of the latter to-morrow commencing at 2 p.m.:—L. E. Lammer, J. D. Kinnaird, A. C. Brown, R. Bass, M. E. Argor, E. Ford, J. Craig, J. P. Jordan, L. A. Rose, R. Pestonji, and J. L. Stuart.

The following is the table for the Cricket League Competition:—

Played.	Won.	Lost.	Drawn.	Pts.
A.O.C.	11	1	0	30
Civil Service	9	7	1	22
Craigowood	10	5	3	17
R.E.	9	5	4	15
H.K.C.C. 'A'	9	3	6	9
'Tamar'	7	2	5	6
R.A.M.C.	9	1	7	4
Parnassus	8	1	7	3

LATE TELEGRAMS.

The Fiscal Campaign.

Calcutta, Jan. 21.—The London correspondent of the *Indian Daily Telegraph* says that the Unionist opposition to Mr Chamberlain's fiscal proposals are spreading, particularly in Birmingham.

'Ragging' in the Banks.

London, Jan. 19.—A boy hanger of the 2nd Battalion of the Rifle Brigade at Cairo has died after maltreatment following a mock court-martial. The deceased's defence is said to have brought extra drills on all the boys.

Labour on the Rand.

The Transvaal Legislative has passed the Labour Importation Ordinance, first reading.

Colonial Reciprocity.

The Australian Postal Department has shown its practical appreciation of the idea of preferential trade by accepting a British tender for £12,000 worth of copper wire, though a three-quarters per cent. higher than an American tender.

Lord Kitchener.

Calcutta, January 17.—The Commander-in-Chief may possibly make a short tour by rail next month, if his present rate of recovery from his accident is maintained.

Fires in Burma.

Rangoon, January 18.—Information from Bassein states that property to the value of three lakhs was destroyed by fire on Sunday. There was a disastrous fire here this morning, destroying forty timber buildings and rendering several Burmese families homeless. The damage is estimated at one lakh.

A Prehistoric Peep.

Calcutta, January 18.—Phari Fort, which was supposed to be impregnable, has surrendered to the Marauders. The Fort was found to be full of old chain armour, helmets, swords, spears, and gunpowder. The latter was destroyed. The people are friendly.

Is it to be Curzon's Folly?

MARBLE PALACE FOR CALCUTTA.

It is proposed to hold an exhibition of the plans and drawings of the Victoria Memorial Hall, also samples of the marbles to be employed in construction, paintings, busts, etc. Work on the building will shortly commence. Mr Emerson, architect, is expected shortly, and will supervise the work.

The Hottentot Rising.

London, January 16.—The risings in German Namaland have extended to Damaraland. A number of settlers have been massacred. Okavango has been abandoned and attempts made to relieve it have failed, and the Germans suffered heavy losses. Windhoek, the seat of Government, is threatened, and the railway cut.

Attacked by Dacoits.

Rangoon, January 20.—An official press note to-day states that Mr McGrath of the Bombay & Burma Trading Corporation, was attacked by robbers on the 16th inst., eight miles north-west of Kawnin, and received several severe cuts and wounds, which are not dangerous.

The Thibet Mission.

Calcutta, January 16.—General Macdonald reports from Phari, on January 11, that he has returned to the mission, having left the Mission, with all available supplies, entrenched at Thuna in a strong position within a walled enclosure. The following composed the escort, under Colonel Hogg:—1 Companies of the 23rd Pioneers, a 7-pounder gun, the machine-gun section of the Norfolk Regiment, 2 Madras Sappers, and medical supply detachments. Strong winds and the severe cold tried the men and the animals, but there were no casualties. Thibetan villagers had attacked Lieut. Grant, pelting him with stones. They also carried off his rifle. The affair is under investigation by the Political Agent.

January 19.—Darjeeling reports state that the Thibetians are collecting forty miles beyond Phari, and that hostilities are not impossible in the near future. The weather continues fine. Despite forty to fifty degrees of frost the troops are keeping very fit.

January 20.—General Macdonald and staff, and the Mountain Battery, returned to Chumbi yesterday, bringing the news that Colonel Younghusband and two officers had visited the Thibetan Camp at Guru, where they were instantly received. The Mission is securely entrenched and has ample supplies. Up to the present there has been no overt act of hostilities on the part of the Thibetans.

Estimates have reached the Foreign Office here that Colonel Younghusband paid, on invitation, an informal visit to the Court of the Thibetan Delegates, encamped, with a large number of armed Thibetans, beyond Thuna. The result of the visit will not be made public for some time. It is not known whether the Delegates are really accredited agents of the Lhasa authorities. It is assumed that the Lamas have awakened to the occasion, and the arrival of the Delegates may lead to important conclusions. In the meantime General Macdonald is taking the necessary military precautions. Cautionary orders were issued to the troops yesterday.

Gateshead Bye-Election.

London, January 21.—Gateshead election has resulted in the return of Mr Johnson, Liberal candidate and Free-Trader, who polled 5,200 votes against 7,000 polled by Viscount Morpeth, Conservative candidate and Chamberlainite.

Hoeliganism in Nice.

January 8.—A band of 'hoeligans' at Nice in the south of France, waylaid and robbed Miss Geraldine Duffy, daughter of the late Sir Charles Gavan Duffy, while she was walking home.

To-day's Advertisements

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

Will Give Four Performances of THE COMIC OPERA

'HIS EXCELLENCY'

Written by W. S. Gilbert.

Music composed by Dr Osmond Carr.

on

SATURDAY, 15th February.

THURSDAY, 18th "

FRIDAY, 19th "

SATURDAY, 20th "

Commencing each Evening at 9 p.m.

precisely.

Dress Circle \$3

Stalls 3

Pit Stalls 2

Pit 1

No Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, February 8, at 10 a.m. Booking Office will be opened daily from that date from 10 a.m. to 4 p.m. Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, February 5, 1904. 107

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of J. LLEWELLYN and COMPANY, LIMITED.

and In the Matter of the COMPANIES ORDINANCES 1877 and 1880.

NOTICE IS HEREBY GIVEN that the Order of the Supreme Court of Hongkong dated the 28th day of January, 1904, confirming the reduction of the Capital of the above-named Company from \$120,000 Mexican to \$72,000 Mexican, and the Minute (approved by the Court) showing with respect to the Capital of the Company altered the several particulars required by the above Ordinances were registered by the Registrar of Companies on the 29th day of January, 1904.

AND FURTHER TAKE NOTICE that the said Minute is in the words and figures following:—

'The Capital of J. LLEWELLYN and COMPANY, LIMITED, heretofore \$120,000 Mexican divided into 1,200 shares of \$100 each instead of the Original Capital of \$120,000 Mexican divided into 1,200 shares of \$100 Mexican each. At the time of the registration of this Minute the sum of \$80 has been and is to be deemed paid up on each of the said shares.'

Dated the 4th day of February, 1904.

JOHNSON, STOKES & MASTER, Solicitors for the Company.

240

LOST.

FOX TERRIER DOG, 2 Black Spots, on each side of Head, even marked, tinged on sides with brown, small out on muzzle.

Would finder please return to 17, MORRISON HILL ROAD.

Hongkong, February 5, 1904. 241

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION on SATURDAY, 6th inst., will be for SPOONS, commencing at 2.30 p.m. Ranges 200, 500 and 600 Yards. 7 Shots and a Sighter at each Range.

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, February 5, 1904. 245

WANTED.

A Good CHINESE SALESMAN. Must be able to speak and write English well. Good References required.

Apply to 'A. B. C.'

Care of 'CHINA MAIL' OFFICE.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FROM	VESSELS	TO SAIL ON	REMARKS.
YAMA, VIA SHAI, MOJI & KOBE (passing through the Inland Sea)	Borneo	About 7th February.	Freight and Passage.
LONDON, &c.	Molt	13th February.	See Special Advertisement.
SHANGHAI	Ballaarat	About 13th February.	Freight and Passage.
LONDON, AMSTERDAM & ANTWERP, VIA SPAIN	Palermo	About 17th February.	Freight only.

For further Particulars apply to K. A. HEWETT, Superintendent.

F. & C. S. N. Co.'s Office, Hongkong, February 2, 1904.

HAMBURG-AMERIKA LINIE.

POSTALSTÄNDIGER FRACHTDAMPFER DIENST.

Shipping Carriage through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the North Sea and Baltic Ports; North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

Via SINGAPORE AND COLOMBO.

9th February, 1904. Freight.

FOR HAVRE AND HAMBURG.

Via SINGAPORE AND PENANG.

9th February, 1904. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

Via SINGAPORE AND COLOMBO.

9th March, 1904. Freight.

FOR HAVRE AND HAMBURG.

Via SINGAPORE AND PENANG.

9th March, 1904. Freight.

FOR HAVRE AND HAMBURG.

Via SINGAPORE AND COLOMBO.

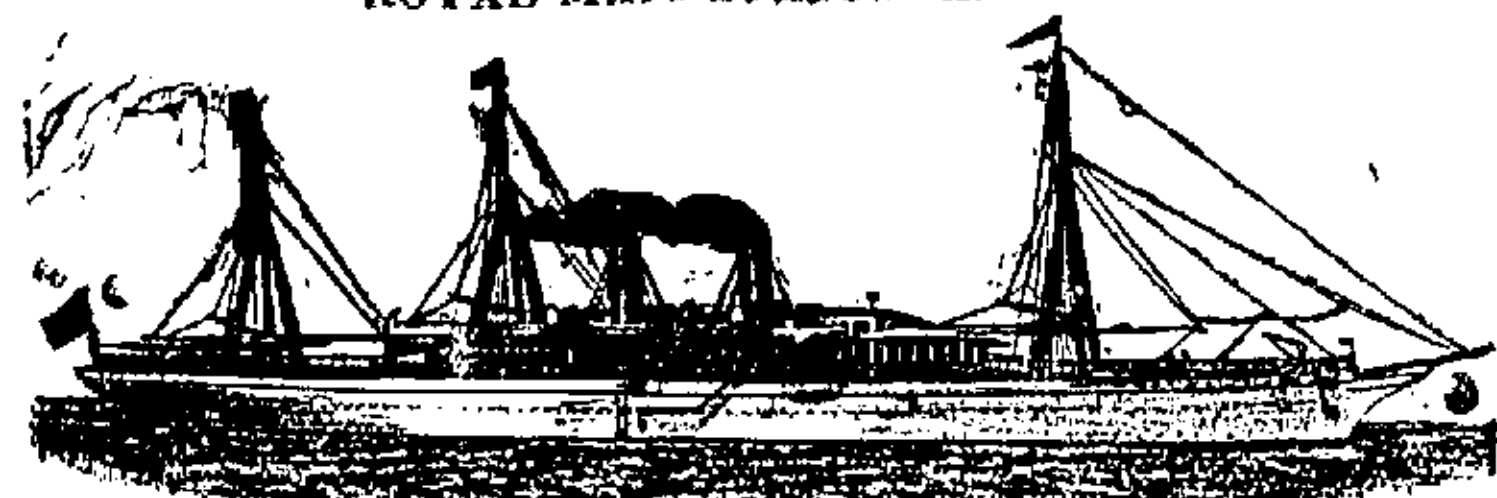
9th April, 1904. Freight.

For further particulars apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY. Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)	VESSELS	TO SAIL ON	REMARKS.
R.M.S. EMPRESS OF INDIA	6000 Tons	WEDNESDAY, Feb. 10, 1904.	
R.M.S. TARTAR	4425 Tons	WEDNESDAY, Feb. 24.	
R.M.S. EMPRESS OF JAPAN	8000 Tons	WEDNESDAY, Mar. 3.	
R.M.S. EMPRESS OF CHINA	6000 Tons	WEDNESDAY, Mar. 30.	
R.M.S. EMPRESS OF INDIA	6000 Tons	WEDNESDAY, April 30.	

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82. Intermediate on Steamers, £40. 1st Class Rail, £42.

THE magnificent 'EMPEROR' STEAMSHIPS, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PROCTOR STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRAPURA 4899 A. E. Hollingsworth February 13, 1904

INDRASAMHA 5197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 11, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 11, 1904.

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PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 11, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	VESSELS	TO SAIL ON	REMARKS.
GLASGOW AND LIVERPOOL	PAKING	12th February.	
GLASGOW AND LIVERPOOL	PAKING	20th February.	
GLASGOW AND LIVERPOOL	PAKING	22nd February.	
GLASGOW AND LIVERPOOL	PAKING	27th February.	
GLASGOW AND LIVERPOOL	PAKING	4th March.	
GLASGOW AND LIVERPOOL	PAKING	11th March.	
GLASGOW AND LIVERPOOL	PAKING	12th March.	

HOMEWARDS.

FOR	VESSELS	TO SAIL	REMARKS.
LONDON & ANTWERP	NESTOR	6th February.	
LONDON & ANTWERP	KINLUCK	16th February.	
GENOA, MARSEILLES & LIVERPOOL	KEMUK	22nd February.	
LONDON & ANTWERP	MOYENS	1st March.	
LONDON & ANTWERP	GLAUCUS	20th March.	
GENOA, MARSEILLES & LIVERPOOL	PAK LING	29th March.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	VESSELS	TO SAIL	REMARKS.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA	AGANENOS	24th February.	
KI. KOBE & YOKOHAMA			

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 3, 1904.

CHINA NAVIGATION CO., LD.

FOR	VESSELS	TO SAIL	REMARKS.
NINGPO AND SHANGHAI	KWANGSE	8th February.	
ILOILO	WUANG	9th February.	
YOKOHAMA AND KOBE	CHANGSHA	9th February.	
MANILA AND CEBU	KANSU	10th February.	

PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, February 4, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT CHERATON AND SOUTHAMPTON TO LAND

PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates, 1904.
GERA	WEDNESDAY, 17th Feb.
SEYDLITZ	WEDNESDAY, 2nd Mar.
ROON	WEDNESDAY, 16th Mar.
PREUSSEN	WEDNESDAY, 30th Mar.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	THURSDAY, 26th May.
SACHSEN	THURSDAY, 9th June.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of February, 1904, at Noon, the Steamship GERA, of the Norddeutscher Lloyd, Captain DAHL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAGASAKI, KOBE, and YOKOHAMA.

Shipping Orders will be granted till Noon, on Monday, the 15th February. Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 16th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 16th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Licon can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

1947

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
OLYMPIA	2837	A. Dixon	February 11.
SHAWMUT	2837	W. M. Smith	February 19.
TACOMA	2812	M. Ridley	February 25.
VICTORIA	3592	J. Truebridge	March 10.
TREBONT	2812	T. W. Garlick	March 25.
OLYMPIA	2837	A. Dixon	April 27.

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. TREMONT 8606 tons Capt. T. W. Garlick About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, January 29, 1904.

1754

Shipping.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila Direct Feb. 6, at 10 a.m.	
ZAFIRO	2540	R. Rodger	Manila Direct Feb. 13, at 10 a.m.	
PERLA	1980	A. H. Nottley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, February 1, 1904.

TOYO KISEN KAISHA
(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

OWING to the *Rohilla Maru* and *Rosetta Maru* being taken up by the Government as transports our MANILA RUBI-NESS is at present TEMPORARY SUSPENDED, but we hope to RESUME REGULAR SERVICE with suitable vessels at an EARLY DATE.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. MATSUDA, Agent.

Hongkong, January 29, 1904.

2285

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

TO SAIL.	1904.
MACDUFF	March 1.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, January 28, 1904.

110

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SWATOW, STRAITS AND RANGOUN.

THE Company's Steamship AVOCA, Captain W. A. FAUSSET, will be despatched as above on MONDAY, the 8th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, February 2, 1904.

223

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE Steamship ANDALUSIA, Captain G. SCHMIDT, will be despatched for the above Ports on WEDNESDAY, the 10th inst., at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, February 2, 1904.

220

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TONKIN, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship EMPIRE, Captain HESTON, will be despatched for the above Ports on FRIDAY, the 19th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, February 2, 1904.

95

STEAM TO CANTON.

THE Splendid new Steel Twin Screw Steamer 'KWONG CHOW', 1474 Tons, Captain WALKER, leaves HONGKONG for CANTON at 8.30 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passengers Fare \$4.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office. SHIU ON S.S. CO. LTD., No. 8, QUEEN'S ROAD WEST.

Hongkong, May 30, 1906.

Shipping.

STEAM FOR
STRAITS, ORYON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, SINGAPORE, COLOMBO, TIENTSIN, AMOY AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain O. L. DANIEL, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with TRANSMARINE.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, February 2, 1904.

222

HONGKONG-MACAO LINE.

S. S. 'WING CHAI', Captain SAMUEL DELL SMITH.

On excursion from Hongkong to Macao, days at 7.30 a.m.; Excursion on Sundays at 8.30 a.m.; from Macao, week days at about 2 p.m., Sundays at about 7.30 p.m. FARE (week days) 1st Class (including

